

Pedestrian Accommodations in Work Zones

Traffic Engineering Conference

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How Often Do We Think About Pedestrians In Work Zones?



Background

- **MUTCD**
 - GS 136-30 NC General Statutes:
“All traffic signs and other traffic control devices placed on a highway in the State highway system must conform to the Uniform Manual.”
- **MUTCD revision in late 2003** added more emphasis on ADA requirements
“The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway, including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA), Title II, Paragraph 35.130) through a TTC zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents.

WZTCU is the owner of Chapter 6

Background

- Why we started a committee?
 - Issues started to arise on projects
 - MUTCD does not provide for flexibility
 - Lack of documentation
 - TCPs could not simply have all the answers
 - Projects could have been delayed

**We had to start thinking about how to
address this issue**

Timeline

- Lexington Project
- Attended workshops to learn about national perspectives
- Highway Administrator requested a Task Force
- Gathered stakeholders in Spring 2007
 - Planning, Design, Construction, Civil Rights, Attorney General, Bike and Peds, FHWA
- Formed Technical Committee

Technical Committee Members

- Stuart Bourne, WZTCU
- Joseph Ishak, WZTCU
- Brad Hibbs, FHWA
- Ron Hancock, Construction Unit
- Jay Bennett, Highway Design
- Keith Raulston, Division Construction Engineer
- Tris Ford, Community Studies
- Karen Capps, PDEA
- Bucky Galloway, TEB
- Jeff Cox, DBP
- Jennifer Portanova, WZTCU
- Mitch Hendee, ADU

Initial Concerns

- Impacts to cost of project
- Delays to project letting
- FHWA's concern with NCDOT's lack of documentation
- Fears of a new policy
- Not in compliance with the MUTCD
- Legal claims and liability

In reality, we needed to do some fact finding and define problem before prescribing solutions

Solution

- **Plan** for pedestrian accommodations
- **Design** to provide such accommodations
- **Construct** projects according to plan

We also concluded :

**Providing accommodations does not
necessarily mean**

- Project becoming more expensive
- A new policy

Guidelines distributed June 2008

Lessons Learned

- Public transportation is an asset
- Consider pedestrian when choosing preferred alternate
- Increase awareness and understanding of pedestrian needs during construction
- Possibly phase construction in order to maintain existing accommodations. (build sidewalks first)
- Provide detailed Traffic Control Plans for how to maintain pedestrian traffic

Overall, it was easier than we thought

Where Are We Now?

- Implementation Phase
- Developing Procedures
- Education Plan
 - Workshops in November
 - Conferences (MPO, ACEC, NCSITE, WTS, etc..)
 - Coordinators from Committee Members
- Pedestrian Task Force
 - Panel of experts to oversee
 - Assist when simple answers are not available

Pedestrian Task Force

- Stuart Bourne, WZTCU
- Ron Hancock, Construction Unit
- Jay Bennett, Roadway Design
- Division Construction Engineer
- Missy Dickins, PDEA
- Jeff Cox, DBP

How Are You Affected?

- Upcoming workshops in November
- RTE input at the scoping meeting is critical
- Find ways to emphasize pedestrian safety
- Temporary signals may be affected
- Review your existing procedures and make changes

Location, Duration, And What Is Reasonable?



Improvements Are Not Necessarily Expensive



Awareness Is Key



Would Alleviate Some Liability Concerns



It Is The Right Thing To Do



26/09/2006

Providing A Safe Environment Will Encourage People To Walk



Understanding And Complying With ADA Requirements



Safety Tips When Changing a Flat Tire



Questions?

**For more information
www.ncdot.org/~wztc**